

April 21.

HAD HARD PASSAGE HOME.

Sch. Marjie Turner of Portland Encountered Ice Fields.

Telling of unusually hard ice and weather conditions on the south Newfoundland coast, Capt. Samuel Colson of this city brought the Portland sch. Marjie Turner to her home port on Tuesday from Rose Blanche, N. F., deeply laden with a cargo of 165,000 pounds of salt cod, consigned to Lord Brothers.

"We had a mighty hard trip coming home and we were glad to get back," said Capt. Colson. "The ice off the coast at Newfoundland raised havoc with the fisherman as the fishing grounds off the coast were a mass of ice and it was impossible for the fishermen to reach the fishing spots. Many times during our stay at Rose Blanche the harbor was filled with ice, making it impossible for the boats to get out of the port. As a result of the ice off the coast we were forced to wait for our cargo of fish."

"We left Rose Blanche, April 9, for Portland, and at that time there was 10 feet of snow in Newfoundland. The ice off the coast forced us to creep along close to the shore and several times were forced to circle large fields of ice so we covered fully 1000 miles on a trip, while the distance from Rose Blanche to Portland is only about 650 miles."

"The second day out from Rose Blanche we encountered a severe easterly snow storm and were forced to put into Burgeo for shelter. After leaving Burgeo we kept near the shore for a distance of 75 miles and then we got clear of the ice fields. Then we encountered the strong head winds, so it was impossible to make good time."

Decrease of Nova Scotia Lobster Catch.

Alfred J. Fleming, United States consul at Yarmouth, N. S., writes relative to the decrease in the Nova Scotia lobster catch.

"On March 15, three months, or one-half of the lobster season on the Nova Scotia coast, closed and up to that date only a trifle over 8000 crates of live lobsters had been exported from this port to the United States, against 10,000 for the same period in 1909 and 9000 in 1910."

"In the number of lobsters caught this has been the smallest season for many years, yet the revenue receipts will average up with last year, as from the beginning of the season, on December 15, the price has been unusually high, and will average about \$22 or \$23 per crate, as against not over \$18 or \$19 for previous years. Lobsters have sold as high as \$50 per crate of 110; on several occasions they have brought \$40, and rarely during the six weeks ended March 23 less than \$25. Early in the season they sold at about \$15 and not above \$20 per crate."

"It has been a very hard year on the lobster fishermen on account of loss of traps through frequent and destructive storms, several of which destroyed thousands of dollars to the fishermen. Taking this loss in connection with the reduced catch, notwithstanding the high prices, the season, on the whole, has been a bad one, probably the worst for many years. The canneries have practically done nothing, owing to the scarcity of the lobster and the high prices, and thus far the amount canned in this consular district is not one-half what it was one year ago at the same date. Canners are somewhat disturbed about the matter, as many have booked orders which it will be difficult to fill."

April 21.

Fishing Fleet Movements.

Schs. Smuggler and Hazel R. Hines sailed from Canso, N. S., Tuesday.

Schs. Smuggler, Senator Gardner and Hazel R. Hines were at Canso, N. S., on Monday.

Schs. Pontiac, Alice, Ellen C. Burke and Ethel B. Penney were at Liverpool, N. S., on Monday and cleared.

Steamer Angella B. Nickerson, which has been hauled up here, has been fitted out and took coal on Tuesday and will go to Provincetown to make a start spring fishing.

Incoming Vessels Met Heavy Winds.

It blowed very hard along shore yesterday and the sea was about the worst of the whole winter and spring season. Schs. Vanessa and Conquerer came in yesterday afternoon, having made flying passage up from Port Clyde, their skippers reporting plenty of wind and an unusually wicked sea. Sch. Elsie came along from the eastward about the same time and it blowed so hard that she tore her mainsail just before making port.

SEATTLE VIEW OF RECIPROCITY.

Circular Tells Its Effects on the Fishing Industry of the Pacific.

Will Also Affect Coastwise Shipping Disastrously.

Millions of people are asking what is reciprocity? Newspapers have been full of it, statesmen have pointed out how it will benefit or damage business, while President Taft is certain that the United States and Canada will both benefit if Congress enacts the law introduced this week. The Weiding and Independent Fisheries Co. of Seattle, Wash., says the New York Fishing Gazette, hold some decided views on the subject, which have been put in the form of a circular letter and widely distributed for signatures against legislation on the subject. They tell that the principal industries of Washington are lumbering and fishing, and continue:

"As we are engaged in the fishing industry, we want to state what effect reciprocity will have on those engaged in this business. The principal varieties of fish caught and handled on this coast are salmon, halibut and codfish. The Puget Sound halibut fishing fleet has grown to enormous proportions. The principal fishing grounds are off the coast of British Columbia and southeastern Alaska. Ship builders have been and are building more vessels in proportion for the halibut trade, than for any other industry. Practically all the vessels engaged in this business were built here. To construct a new steamer here cost about twice the amount that a similar vessel can be bought for in Great Britain. Every steamer fishing for halibut from British Columbia ports and flying the Canadian flag, was built in Great Britain."

"On account of the restrictions of our present shipping laws, vessels can be operated much more cheaply under Canadian register than ours; furthermore, on account of the location of the fishing grounds, vessels have to steam from 250 to 300 miles further to Puget Sound ports in landing catches at Vancouver, which means a heavy expense for fuel and wages. If the reciprocity bill passes, it will be more profitable for vessel owners to obtain Canadian charter and operate out and ship from Vancouver, and as soon as the Grand Trunk railroad is finished, it is safe to predict that Prince Rupert will then be the shipping port for the southeastern Alaska catch. Seattle will lose the bulk of the business as soon as the duties are removed."

"Quite a number of large fishing companies from Great Britain and other European countries have been investigating conditions here, and intend sending vessels to this coast to fish out of Canadian ports. There they can operate with Japanese or other cheap labor, and our American vessels will either be put out of business or also go under the Canadian flag. The codfish fleet will be affected the same way."

Would Not Cheapen the Price of Canned Salmon.

"An article from Washington, D. C., published in favor of reciprocity, stated that our salmon canners would be able to go to Canadian water and secure their supply there, which would cheapen the price of canned salmon. This is not so. Salmon canners can now go into British Columbia and buy salmon, and the United States government will refund 99 per cent. of the duties paid for salmon so entered, as soon as the manufactured product is shipped to a foreign country. As a large proportion of the salmon pack is sold foreign, this does not affect the price. It would be impossible for the canners to make a profit on the fish so bought, if he could not get duty refunded. On account of the highly perishable nature, it is impossible to haul salmon a long distance for canning purposes. The plenty of canneries in British Columbia to take care of all the fish

are caught, and for the protection of their canneries the Provincial government of British Columbia has passed a law that prohibits the exportation of salmon caught with certain appliances, except in manufactured condition. What are conditions there prevailing among the fishermen? About 90 per cent. of the fishermen on the Fraser river are Japanese, and the white men have practically been driven out.

"Supporters of reciprocity tell us

that it will cheapen the price of commodities and mean a saving to the consumer. In theory this sounds well, but in practice this will not be true. Anyone that is informed about the prevailing prices here and in British Columbia, and is not prejudiced, will testify that the consumer pays as much, and often more, for supplies in British Columbia than they can be bought for here, and it is actually cheaper for a family to reside in Seattle or Tacoma than in Vancouver or Prince Rupert, C. B. By securing and comparing prices and market reports from different cities, this will be easily shown."

Alaska Trade Will Be Captured by British Columbia Ports.

"There is another reason Seattle should fight reciprocity. This city is justly proud of her Alaska trade, and it has been the principal cause of Seattle's rapid growth and prosperity. A large fleet of steamers, flying the Stars and Stripes, in which millions of dollars of money is invested, are depending on this trade for its existence. Alaska has been the best customer this city has had. Just as surely as the American merchant marine has been driven from the high seas, so will our coastwise shipping be annihilated, and foreign vessels, chartered or operating at rates which will be ruinous to American vessels, will carry goods from British Columbia ports to Alaskan points, and a large share of this trade will be captured by British Columbia cities, which, being nearer to Alaska, have a natural advantage. British Columbia firms engaged in halibut fisheries are already rejoicing and are negotiating for additional foreign vessels. They openly boast that they are going to control this trade, and they will be able to do it, if we get reciprocity."

"It has been said that our government protects our industries, but it has not done nearly so much for them as the Canadian and the British Columbia Provincial government has done to protect theirs."

"To state a few cases.

How Uncle Sam Protects the Pacific Fishermen.

"It has been the custom for years for American halibut steamers to call at Nanaimo, B. C., and take coal for fuel, and herring for bait. This is customary all over the world, and foreign vessels can come into our ports and buy whatever supplies they may want. Our British Columbia neighbors, however, passed an order, refusing to sell coal and bait to American halibut fishing steamers, in order to embarrass our operations. It is international law that vessels can go into foreign ports for shelter, water or supplies, and our fishermen have often been compelled to seek safety in the harbors of Vancouver and Queen Charlotte Islands from the fury of raging storms. It has often occurred that a Canadian revenue cutter went into those harbors and ordered the American vessels out by threat of seizure, and there was nothing left to them but to get out. Vancouver and Victoria newspapers have often stated that the halibut grounds belong to Canada, and have repeatedly charged the American fishermen with poaching. Several

American vessels have been seized for fishing within the three-mile limit by Canadian revenue cutters. The American captains have denied that they did so, but lost their vessels. Without commenting on the merits of these cases, we wish to ask this question: Has our United States government ever sent a revenue cutter or man of war to protect our halibut fishermen? No, but the Canadian government has several vessels in commission all the year to protect their fleet and harass any American fishermen. It does not look reasonable that American vessels would fish within the three-mile limit, even if there was no constant patrol of Canadian cutters. The records show that American vessels have had a larger average catch during the year than Canadian vessels which were allowed to fish within the three-mile limit. This proves that the best fishing banks are not close to the shore line."

"Do we want to destroy or drive away our industries and trade?"

"We have much to lose and nothing to gain."

April 22.

Halifax Fish Exporters Had Good Season.

The season which is now nearing its close has certainly been a pleasant one for those exporters who throughout the fall and winter were well stocked with fish. When they took a walk through their stores in the evening just before closing time, they could feel that when they returned on the morrow their stock would represent a larger money value than when they left it the day before. They were free too from the worry of chasing after business, particularly during the later months. They simply said: There are the fish gentlemen, and this is our price! And the gentlemen were glad to accept the price and take the fish.—Halifax Maritime Merchant.

Likes Baked Shark.

"Give me a good piece of shark," says John Swanson, a San Francisco seaman, who for 28 years has been windjamming in and out the tropics. "You see, one must know how to cook shark. There is a way of telling whether the meat is good or bad. You take a big chunk of it and bake it in a slow oven, but before putting it into the oven you stick a silver fork into the chunk. After the shark is well baked you pull out the silver fork; if the fork is discolored and polluted, then throw your baked shark overboard, for it is poisonous. If, on the other hand, the fork is as bright and clean as it was when you put it into the oven, then you have as fine a baked fish as you ever smacked your lips over."

A Costly Delicacy.

Fogas, the Hungarian fish that sell for \$2 a pound in Berlin, and are found in only one lake, will be transported to the United States alive in a tank of their native water for the benefit of President Taft. The president will be the guest at the annual dinner of the Hungarian Republican Club of New York, April 26, and the club's president, Marcus Braun, completed arrangements in Bremen last week to transport 500 pounds of fogas for the occasion. Fogas acquired European fame ten or twelve years ago, when a Paris chef de cuisine set a dish of them before the Prince of Wales, afterward Edward VII.

New Digby, N. S., Fish Company.

St. John, N. B. and Halifax capital has been invested in a new wholesale fish firm for Digby which will be known as the Nova Scotia Fish Co., Ltd., with Mr. E. M. Robertson, formerly of St. John, as manager. The new firm will purchase from Mr. Robertson, the Syda & Cousins plant near the head of the government pier, will enlarge their wharf property and make other necessary improvements. They will also add a fleet of up-to-date schooners in the near future and place themselves in a position to meet all competition, both in the importing and exporting of the various kinds of fish handled at that port.

Foreign Fisheries Notes.

Discouraging prospects continue to be reported for the Shetland winter herring fishery, and the present outlook is that no English fleet will seek those waters next year. The North Shields and Lowestoft drifters have left the Shetland grounds after eight weeks' stay at a loss of \$1500, about equally divided.

A fishery conference was held last week at Edinburgh, at which the principal questions discussed were trawling, Sunday fishing and the existing composition of the fishery board.

LOW PRICES STILL PREVAIL.

FISH WEEK AT T WHARF ENDED
WITH PRACTICALLY NO
DEMAND.

The fish week at T wharf ends as dully as can be well imagined. Only about 150,000 pounds of fish are there, and the most of these will go begging. There are a dozen trips in, one from off-shore, two drifters, one pollocker and seven of the little cod netters, the latter with catches of from 800 to 2300 pounds each.

Sch. Maud F. Silva brings 50,000 pounds, and will probably take the most of them to Gloucester to split. Off-shore haddock, a few only being taken but went at \$1 to \$1.35, while shores fetched \$2.50. There was no sale for off-shore cod, shores bringing \$2.35 to \$2.80 and pollock \$1.80.

No hopes are held out for any improvement next week, but the boats will have the market more to themselves, as most of the off-shore crafts have been in and are just getting away again.

Boston Arrivals.

The fares and prices in detail are:
Sch. Maud F. Silva, 60,000 haddock, 36,000 cod.
Sch. W. H. Rider, 11,000 cod.
Sch. Mary A. Gleason, 600 haddock, 11,000 cod.
Sch. Thomas Brundage, 10,000 pollock.
Sch. Eva Avina, 4000 cod.
Sch. Grace, 800 cod, 500 hake.
Sch. Ignatius Enos, 2000 cod.
Sch. Azorean, 3000 haddock, 7000 cod.
Sch. Laura Enos, 1500 cod.
Sch. Georgianna, 2300 cod.
Sch. Olivia Sears, 2300 cod.
Sch. Marian 1000 cod.

Off-shore haddock, \$1 to \$1.35 per cwt.; shore haddock, \$2.50; shore large cod, \$2.35 to \$2.80; market cod, \$1.75 to \$2.20; pollock, \$1.80.

The Porto Rico Market.

Speaking of Porto Rico, an authority in the trade declares that should the reciprocity treaty go through, that market in the future will probably be entirely supplied by Lunenburg, and that in years when there is only a normal catch of fish Lunenburg fishermen will be able to exact the full benefit of the duty, provided Newfoundland is not included with Canada in the reciprocity treaty, says the Halifax Maritime Merchant, Lunenburg produces a dried fish that contains about 10% more moisture and more salt than Newfoundland shore or Gaspe coast fish and in the majority of markets it is less valuable and is sold from 50c to \$1 less than the harder and drier fish. Porto Rico, however, likes it and can use about 200,000 qtls. a year, which is slightly less than the average Lunenburg catch. It seems probable, therefore, that Lunenburg will control the Porto Rico market and be able to exact a price almost equal to Newfoundland's price, duty paid. The duty against them is 84 cents per quintal. The only real competitor will be the United States, and the United States fishermen haven't cut much ice even with the help of the tariff for years. The only thing that might upset expectations would be a supply of Lunenburg fish far exceeding the normal requirements of Porto Rico in any one year. Competition between Canadian shippers would in such a condition probably bring about a break in prices, but if the trade is wise it can provide against such a contingency.

Lunenburg Wants Fishermen's Day.

Following the remarks in the Times that Gloucester can well afford to follow the example and have a Fishermen's Day, the Lunenburg, N. S., Progress Enterprise says:

"If Gloucester and Digby can have a Fishermen's Day surely Lunenburg with its beautiful harbor, its fleet fishing crafts and hustling skippers, will not let as good a thing as this go by. If the Maritime Fish Corporation offers a cup and cash prizes to the western Nova Scotia seas, why not interest other firms to offer suitable prizes for competition in a like contest. It is the opinion of the Progress-Enterprise that the schooners Clintonia, Revenue, Lewis H. Smith (a new one of great promise) Harry H. Adams, Uda A. Saunders and John B. Young, could make as pretty a race as is often seen. Added to this could be other water sports which would make a day of unusual interest to all lovers of aquatic sport."

MORE FISH FOR THE SPLITTERS.

SEVERAL OF THE BOSTON
FLEET BRING CATCH TO
THIS PORT.

This is splitters' day, for of the dozen arrivals at this harbor since last report, all but two have fresh fish, which will go to the knife.

Yesterday afternoon, sch. Carrie C. came in from Georges handling with 14,000 lbs. of salt cod and 3000 lbs. of halibut and sch. Hattie L. Trask from the same line of fishing, followed soon after, with 20,000 pounds of cod and 2000 pounds of halibut.

Sch. Rena A. Percy, the well known down east shacker, is here on her first trip of the season, with 85,000 pounds of fresh fish, while sch. Mary DeCosta, which just touched at T wharf yesterday afternoon and did not take off her hatches, is here with a big fare, 118,000 pounds of fresh fish.

Sch. John Hays Hammond is here from Portland, where she landed 20,000 pounds of halibut yesterday.

The crafts down from Boston with splitting fish are sch. Mary F. Curtis, with 60,000 pounds, sch. Rose Dorothea, 50,000, sch. Harmony, 50,000, sch. Effie M. Prior, 60,000, sch. Winifred, 35,000, sch. Elmer E. Gray, 70,000, sch. Patrician, 60,000 and sch. Mary E. Silveira, 30,000 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Carrie C. Georges, 14,000 lbs. salt cod, 3000 lbs. halibut.
Sch. Hattie L. Trask, Georges, 20,000 lbs. salt cod, 2000 lbs. halibut.
Sch. John Hays Hammond, via Portland.
Sch. Mary F. Curtis, via Boston, 60,000 lbs. fresh fish.
Sch. Mary DeCosta, via Boston, 118,000 lbs. fresh fish.
Sch. Rose Dorothea, via Boston, 50,000 lbs. fresh fish.
Sch. Harmony, via Boston, 50,000 lbs. fresh fish.
Sch. Harmony, via Boston, 50,000 lbs. fresh fish.
Sch. Effie M. Prior, via Boston, 60,000 lbs. fresh fish.
Sch. Elmer E. Gray via Boston, 70,000 lbs. fresh fish.
Sch. Winifred, via Boston, 35,000 lbs. fresh fish.
Sch. Mary E. Silveira, via Boston.
Sch. Patrician, via Boston, 60,000 lbs. fresh fish.
Sch. Rena A. Percy, Cashes, 85,000 lbs. fresh fish.
Steamer Nomad, shore, 5500 lbs. fresh fish.
Steamer Mindora, shore, 4000 lbs. fresh fish.
Steamer Quoddy, shore, 4000 lbs. fresh fish.
Steamer Prince Olaf, shore, 3500 lbs. fresh fish.
Steamer Weazel, shore, 3000 lbs. fresh fish.
Sch. Corsair, via Boston, 18,000 lbs. fresh cod.

Vessels Sailed.

Sch. Paragon, halibuting.
Sch. Fish Hawk, Rips.
Sch. Galatea, Rips.
Sch. Lizzie M. Stanley, haddocking.
Sch. Frances P. Mesquita, haddocking.
Sch. Harriet, haddocking.
Sch. Jorgina, haddocking.
Sch. Valerie, haddocking.
Sch. Mary B. Greer, haddocking.
Sch. Volant, Rips.
Sch. Flora S. Nickerson, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank codfish, large, \$4.50; mediums, \$4.
Handline Georges codfish, large, \$5; medium, \$4.50; snappers, \$3.
Trawl, Georges codfish, large, \$4.75; medium, \$4.25.
Eastern halibut codfish, large, \$4.50; medium, \$4.
Haddock, \$1.25.
Pollock, \$2.
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.
Hake, \$1.75.
All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.10.
Large cod, \$2.25; mediums, \$1.75; snappers, 75c.
Peak fresh codfish, \$2.25 per cwt. for large and \$1.75 for mediums.
Cusk, large, \$1.70; mediums, \$1.25; snappers, 60c.

Hake, \$1.10.
Dressed pollock, \$1.10; round \$1.
Halibut 8 1-2 cents per lb. for white and 5 cents for gray.

PORT OF GLOUCESTER.

Coastwise Arrivals.

Sch. Judge Low, Dennisonville for New York.
Sch. Enterprise, Southwest Harbor.

Sale of Peak Cod Fare.

The fare of Peak cod of sch. Lillian sold to Davis Brothers at \$2.25 per hundred weight for large and \$1.75 for medium.

Fishing Fleet Movements.

Sch. John R. Bradley was at Shelburne, N. S., Wednesday and cleared.
Sch. Gossip was at LaHave, N. S., Tuesday.

Sch. Harvard at Portland.

Sch. Harvard is at Portland today with 9000 pounds of salt cod and 4000 pounds of halibut. This morning she could get no offers for her halibut.

Will Go Dory Handlining.

Capt. Alex Kemp of Provincetown is fitting sch. Arbutus for salt bank dory handlining.

April 22.

Canso, N. S., Fisheries Notes.

For the past three weeks, Canso's waterfront has been a hive of industry. Every fisherman has been doing his utmost to get ready for the season's fishing. Unfavorable weather has delayed them somewhat in their outdoor work, but prospects are good and fishermen are hopeful.

For the past week there has been fair codfishing in Chedabucto bay, Canso smacks bringing down ten to twelve thousand for a day's fishing.

An increasing number of the larger boats are installing gasoline engines. A number of new boats have been added to the Canso fleet, among which are Charles Mosher's Shiloh, 23 tons, to replace his prize winner, the Jesse Gertrude, at last regatta, which he sold to St. Pierre, Miquelon. Samuel A. Hurst is just launching a splendid type of fishing boat fitted with an engine.

Canso fishermen are determined to maintain the high standard of fishing boats which have characterized them in the past.

American and Lunenburg vessels are arriving almost daily from the banks to replenish their supplies, and the latter to dispose of their catches of halibut.

The first Americans to arrive were sch. Lottie G. Merchant, Capt. Van-amburg; sch. Bohemia, Capt. Osman Seeley; sch. Smuggler, Capt. Porter; sch. Senator Gardner, Capt. Nelson, and sch. Hazel R. Hines, Capt. Fred Morrissey.

The members of the Lunenburg fleet to arrive thus far are the schs. Louis H. Smith, Arthur W., William C. Smith, Capt. Selig landing 1800 lbs. halibut and reporting 175 qtls., and sch. Clintonia, Capt. Mack, who landed 2000 lbs. halibut.

Every skipper reports rough weather on the banks. Sch. Bohemia lost her jumbo and sch. Smuggler an anchor.

Capt. George A. Johnson, of Gloucester, is taking the Canso vessel Danie Goodwin and fitting her out for halibuting.

The steam trawler Wren is preparing for the fishing grounds. A new crew of Scotch fishermen have just arrived from Aberdeen to man her. Capt. George Noble commands the Wren.

Large Seal at Sandy Hook.

A seal estimated as weighing 200 pounds, sunned itself last Monday on the shore at Sandy Hook. A facetious reporter in chronicling that event declared that although to human eye there is little difference between fishing and lumber craft, the seal ignored the latter variety, but would plunge into the deep blue the minute a fishing schooner appeared above the horizon.

Halibut Fares at Portland.

Sch. John Hays Hammond of this port landed 18,000 pounds of halibut and 5000 pounds of salt cod at Portland yesterday, the halibut selling at 9 cents per pound for white and 6 cents for gray.

April 22.

Herring at North Truro.

Atkins Hughes wires the Times that there are plenty of herring at North Truro.

Galveston Fisheries Company Given Lease of Land.

The Gulf Fisheries Co. of Galveston, Tex., at a recent meeting of the city commissioners was granted a lease of specified property on Pelican Spit. It is the purpose of the company to construct marine ways and a dry dock on the property. The tract of land covers an area 250 feet wide from east to west, and 1000 feet long from north to south. It is on the flats north of the United States government dike in Galveston Bay. During the first year of the lease, the Gulf Fisheries Co. is to expend not less than \$15,000 in improving the property. The terms of the lease run in a graduated scale from \$62.50 for the first year to \$312.50 for each of the last six years of the first period of 10 years. For the second period of 10 years, should such extension be desired, the renewal rental runs from \$343.75 to \$458.78 for each of the last six years of the renewal period.

April 22.

Portland Fish Notes.

Pollock were reported seen Thursday in several directions and a number of fares were brought in, the sloop Isabel Parsons with 18,000 pounds being the largest reported. Several additional vessels are fitting out here for pollocking, among them the sch. Fannie Hayden, which has just been given a general overhauling at Commercial wharf and is looking finely.

April 24.

MACKEREL OUTLOOK BAD.

FLEET HAVE MET BAD WEATHER
AND HAVE NOT SEEN
A FISH.

The outlook for mackerel out south is bad, very bad indeed; it could not be much worse, for up to date, the fleet out there has not seen a flip and has been up against hard weather.

Sch. Saladin, Capt. Wallace Parsons, put in at Fortress Monroe, Va., this forenoon for water. A telegram from the Times correspondent there states that Capt. Parsons' report is discouraging. He has cruised about all the time since going out there, making a harbor but once, and yet had not seen anything which looked like a school of mackerel. The captain also reports that the weather has been bad about all the time, and is bad at present.

The Times correspondent also states that no bluefish have arrived there yet, and the big Fulton Market fleet is cruising vainly about and hoping every day to strike fish.

Mackerel Netters Sail.

The mackerel netters Lafayette, Hockomock, Mabelle E. Bryson and Bernie and Bessie sailed south today, taking advantage of the first chance for several days to put to sea. Others of this fleet will follow this week.

Nine Seiners Already Sailed.

Sch. Victor, Capt. John W. McFarland, sailed south mackerel seining this morning, making the ninth vessel of the fleet to get away, those going previously being schs. Clintonia, Arthur James, Ralph L. Hall, Sylvia, Saladin, Aloha, Marguerite Haskins and Monarch, probably the smallest fleet which has sailed to date, for a long term of years.

April 24.

Catch of Newfoundland Bankers.

The following vessels, which either were fitted out or owned at Belleoram, N. F., and which were operating at Rose Blanche grounds and neighborhood, are reported home with the following spring trips:
Lillian Belle, 400 qtls.; Matthie, 400 qtls.; Valora, 1000 qtls.; Norman O., 250 qtls.; Lillian O., 600 qtls.; Hilda J. Elsie, 300 qtls.; Armenia, 200 qtls.; Mildred Belle, 200 qtls.; Allan Rose, 600 qtls.; Cayuga, 400 qtls.; Zalia, 600 qtls.; Monnie & Mamie, 400 qtls.; Stanley & Frank, 400 qtls.; Aeme, 600 qtls.